

## SNOW THREATENS WORST RAILROAD TIE-UP OF WINTER

Improvement Had Been Noted  
When Change in the  
Weather Came.

Until a heavy blanket of snow started to fall on the country east of the Mississippi river this morning there were indications of slight improvement in the railroad transportation blockade. But as the snow became deeper the movement of long lines of railroad trains was slowed down and efforts to untangle the congestion in yards and at gateway transfers, notably Pittsburgh and Buffalo, proved less effective.

The best hope was that with rising temperature in eastern regions the snow would not last long on, at best, turn into rain. If it continues the tie-up of transportation to-night will increase and the worst situation of the winter result.

Reports from all sections of the East were gathered this morning by A. H. Smith, Director of the Eastern Railroads, showing freight movement throughout his entire territory improving until the snow began piling up. The official reports concerning New York Harbor said that ice was very bad and interfering with movement of freight and coal to-day. Men quit work in considerable numbers, coal contractors stating that it would be difficult to keep full forces working in the storm.

In the West, notably at Chicago and St. Louis, there was improvement, with more cars moving than yesterday, but in Indiana and Ohio trains are running only with light tonnage and the prospects were reported as not good until weather moderates. General conditions of traffic in that region were estimated at 80 per cent. normal.

Pittsburgh reported getting 30 per cent. car supply to Pennsylvania and Ohio mines, but shipments slow on account of storm and power difficulties. From all sections came reports of shortage of mechanical and shop labor, which in some places is acute, not enough men being available to move trains or repair equipment. Suggestions for a general embargo on all freight except food and fuel were rejected by Director General McAdoo as unnecessary. Under present transportation conditions the railroads have all they can do to move these, with Government supplies, so

that other kinds of goods are of necessity put back. Director Smith consulted with Washington officials and railroad presidents on new plans to overcome the increasing barriers that weather conditions are piling up. The Interstate Commerce Commission in Washington to-day promulgated an order reducing from ten to six days the free time allowed for application of any local shipments at New York, Philadelphia and other seaboard points. This order does not go into effect, however, until Feb. 1.

The Federal Government and Allied European governments will continue to pile up enormous amounts of freight around New York Harbor. The red tape system of the Army Quartermaster's Department transporting everything across to Governor's Island and then back to Jersey has been modified, as a result of the Evening World's exposure of that antiquated routine which needlessly absorbed a large part of the harbor floating equipment.

Many consignments for army cantonments are now going direct to the camps without following the red tape route to Governor's Island. For instance, there is still a large accumulation of army freight on the Jersey shore that will be floated over to the island.

Efforts are being made by the special commission to pave the way for Government supervision and regulation of warehousing and trucking services around New York harbor. At a meeting yesterday representatives of trucking interests said it would be impossible to bring about any voluntary pooling arrangement, but if the Government prescribed a system of regulations there would be prompt compliance and the trucking business could be brought under common direction.

The warehouse interests, however, continue to be independent and opposed to any form of co-operation. Each man is for himself. There is no Federal, State or city regulation of warehousing in either New York or New Jersey.

Latest compiled figures show that the export freight congestion at New York harbor was relieved only 9 per cent. between Jan. 1 and 15. United States and foreign Government consignments are still piled high in cars, warehouses and on the ground.

Government export, 14,178 cars; decrease since Jan. 1, 1,178 cars. Commercial export, 8,578 cars; decrease, 1,623 cars.

**ACCUSED STUDENTS FREED.**  
Absolved by Girls in Connection With Bridgeport Trip.

Julius Oxenhande, eighteen years old, a machinist, of No. 214 Madison Street; Samuel Point, same age and address, and Philip Malinowski, of No. 26 East 12th Street, students in the College of the City of New York, were discharged in the Tombs Court to-day by Magistrate Loring when arraigned on charges of abduction. The boys were arrested last Friday and held in \$2,000 bail each for examination to-day.

The girls in the case are Gussie Kleinberg, fourteen years old, of No. 126 Essex Street; Frances Frucht, fifteen, of No. 116 Suffolk Street. They absolved the young men from any blame in connection with a trip made to Bridgeport, Conn., last December.

## Her "Most Charming Age" Depends Upon the Woman; May Be Sixty or Sixteen

New York Filled With the Passes, Declares Mrs. G. Vere Tyler, Meaning "One Who Has Reigned Over Men and Is Deserted by Her Subjects"—Years Have Nothing to Do With Those "Who Hide Their Hearts Under False and Bitter Smiles."

By Nixola Greeley-Smith.

ARE you at your most charming age?

The actual years you have lived have nothing to do with your answer, according to Mrs. G. Vere Tyler, widely known as an essayist and writer of fiction.

You may be attractive at sixty or passed at sixteen, Mrs. Tyler thinks. Everything depends on the sort of woman you are.

What is a passe woman? Literally, of course, a woman whose attractiveness has passed. But Mrs. Tyler, in a witty article contributed to the February Smart Set, defines her as "a woman who has reigned over men, and who finds herself deserted by her subjects."

"There are old women who have never been, who never will be, passes," Mrs. Tyler told me yesterday over the teacups in her apartments at No. 165 East 15th Street.

"It is not the loss of physical attractiveness that makes a woman passe."

"By passe woman, I do not mean that class designated as members of the underworld," Mrs. Tyler said. "My passe women are of a less frank world—our world. They belong to the world of you and me. They belong there by the right of birth, of wealth, by the right of effort, by the right of their cleverness; by their courage to continue in social slavery, and many of them from the fact that they have never allowed themselves to be shoved off. But there—whether of high or low degree, whether of a Fifth Avenue mansion or a Newport cottage, or a small dark flat—they are the wreckage of the world. Among them, among this feminine wreckage, you may find the wearied, the dissolute, the embittered, the re-



VENGEFUL, THE INEBRIATED, AND EVEN THE CHASTE."

"There is nothing in the world," Mrs. Tyler went on dreamily, "so absorbingly interesting, so fascinating to dissect, as this class of women who carry about with them, like tattered banners, remnants of their beauty. New York is full of 'passe' women. I have only to visit a tea shop or sit in the lobby of a hotel, or in the waiting room of a big department store, or be maneuvered in a beauty parlor, and there they are, like burnt offerings on the funeral pyre of life."

"WHEREVER there are lights," Mrs. Tyler said, "there is food and drink, from the fashionable hotel down to the peart inn of places of Chinatown, there you may see the passe woman in her faded splendor struggling to forget, to deceive herself, to establish false hopes."

"Sometimes while gazing into the faces of passe women, these women hearing so bravely their faltering beauty, women who at one time—what sad words for a woman, 'one time'—have so surely triumphed in themselves, I have felt the tears start to my eyes. The battered boys who come out of the trenches limping bravely in spite of their wounds are not more pathetic than my passe women who have come out of life's trenches with wounded souls. One has only to observe their hats, so jaunty, or to look and flaring with such very silly things on the tops, or protruding from sides—plumes, birds, beads, daggers, saucy bows, I would like to rob each poor, tired head and not upon it something pink, just a hood, something useful, and above it a woman on to some barren country road, telling her quickly and gently to go home, to go back to where she came from as a little girl and look at the stars and the sunsets and rest."

I COULD not help fancying what would happen if Mrs. Tyler should ever undertake to present some heroic veteran of Broadway or the Avenue with a plain and useful hood. I hope she may be tempted to do it some day and that I may hear how the hood is received.

"There is restlessness among passe women unknown to the young women, restless as they too are," Mrs. Tyler went on. "The young woman may dance and flirt about in her restlessness. She is excited for this, made excitable for fights, for nonsense for excitement, for folly. The passe woman must sit still with her restlessness. She is excited for nothing."

"And how often is her patience put to the test, that patience that keeps her stubbornly silent like the Spartan youth with the culture gnawing at his vitals. Passion is a gnawing vampire, or so the eyes of passe women seem to say. When I see them, see them rave about, see them wring their faces and in the eyes of men—often all too unworthy of their glance—they betray to me the secret they so proudly hide."

"THE passe woman of a great city," Mrs. Tyler flung out in a final burst of reminiscence. "They who love and are not loved; they who have loved themselves and are never loved; they who cover their faces with false hopes; they who cover their wrinkles with strange pretenses; they who hide their white hair, unless deadly drunk as they hide their aging nears under false and bitter smiles. 'Oh! the passe woman of a great city! They should have an pity!'"

## U. S. CORPORATION TO ABSORB ROADS URGED ON SENATE

Bristow Would Have Railways  
Operated by Board of Nine,  
Named by President.

WASHINGTON, Jan. 22.—The question of Government ownership of railroads was taken up in its consideration of the pending Railroad Control bill, the Senate Interstate Commerce Committee, which resumed hearings on the measure to-day, had before it a new plan for solving the railway problem.

The plan, advanced by former Senator J. A. Bristow, a member of the Kansas Public Service Commission, contemplates the organization of a national corporation to absorb the railroads and operate them under Government direction. Bristow, who told the committee that the present method of control would not work because many roads would be excluded, proposed the national corporation, directed by a board of nine named by the President.

Under his plan stock in the new corporation would be exchanged at par for railroad stock at its market quotation and stock not exchanged could be forcibly exchanged through condemnation proceedings. Stock in the new corporation would be non-voting.

The directorate would handle all matters of operation, including wage questions. Rates would be fixed by the Interstate Commerce Commission and the earnings of the corporation would be limited by such rate fixing to dividends of 4 to 6 per cent.

"With the physical railroad properties behind it," said Mr. Bristow, "I would rather have this stock paying 4 per cent. than Government bonds paying the same amount."

Warning that the war bond market would be seriously affected if the railroads are compensated on the three-year average basis was given the committee by Clifford Thorne, former Chairman of the Iowa Railway Commission, who appeared for half a dozen Western shippers' organizations.

"If the bill as it stands is passed \$17,000,000,000 of railroad stocks and bonds with the Government behind them will come in direct competition with future war bonds," Thorne declared. He said the three years' compensation plan guaranteed United States railroads proportionately \$200,000,000 more than the English Government guarantees its roads when it took them.

"If the railroads demand this compensation, I charge them with bad faith," Thorne urged that the Government guarantee interests on debts and dividends up to five per cent.

## CHINESE SILENCED BY U. S. GUNBOAT THEY FIRED ON

Chief Yeoman Fatally Injured and  
One Seaman Wounded in  
the Attack.

WASHINGTON, Jan. 22.—Secretary Daniels today gave out the following: On Jan. 15, at 8 A. M. the United States gunboat Monterey, while cruising about fifty miles above Yochow on the Yangtszek River, was fired on by entrenched Chinese and was hit by a number of times. H. L. O'Brien, chief yeoman, was fatally injured, and W. N. Donohue, seaman, slightly wounded. The fire was returned by the Monterey and silenced. It is believed that the Chinese were radicals or revolutionists.

PEKING, Jan. 19.—Reporting to the American Legation on the attack upon the Monterey, the American Consul at Hankow urges concerted action by American and British war vessels to secure the safety of traffic on the Yangtsze River.

Whereas foreign vessels heretofore have been the objectives of sniping, the consul pointed out, the Monterey was the target of a well directed attack. The attack began fifteen seconds after the first shot was fired and continued until the return fire drove off the attacking forces.

At least six foreign merchantmen and two war vessels have recently been attacked.

## EXPLOSION IN LOCOMOTIVE WRECKS RUTLAND EXPRESS

MIDDLEBURY, Vt., Jan. 22.—The night express of the Rutland Railroad, bound from Montreal for Boston, was wrecked 1 1/2 miles north of here to-day, as an explosion in the locomotive, No. 10, caused it to leave the tracks and several passengers injured, but not seriously.

The express, No. 526, left Montreal at 7 o'clock last night and was due in Boston at 7:30 this morning. It was made up of Pullman sleepers and day coaches.

The train included sleeping cars for New York which ordinarily are directed at Rutland.

## N. Y. MUSICIANS INTERNED.

Three With "Katinka" Company Seized in Ontario and Manager Fined.

WINDSOR, Ont., Jan. 22.—Hugo Zoller, Max Drogman and William Fleck, musicians with the "Katinka" Musical Comedy Company, to-day are interned in a camp near the Canadian border. The manager of the company, was fined for assisting them into Canada from Windsor. All four Germans with their company papers were seized at a New York.

## FREIGHT RATES TO NEW YORK AND JERSEY SHORE UPHELD

WASHINGTON, Jan. 22.—The Interstate Commerce Commission to-day upheld the existing rates to New York and the New Jersey shore, refusing the application of New Jersey interests for reductions on the claim that Interstate charges to Manhattan effect a discrimination in favor of that district.

The principal cities benefited are Hoboken, Jersey City, Newark and Paterson, commercial interests of which complained to the Interstate Commerce Commission more than a year ago.

The decision also upholds existing rates which allow the reassignment of freight destined for Manhattan to another point within the Jersey shore highway limit at a lower rate than on reassignment to New Jersey ports.

## FOOD BOARD CUTS PRICE OF STORAGE BUTTER TO 52

Maximum Figure at Wholesale  
Fixed at 47 for Balance  
of the Season.

The Food Administration to-day arranged for a maximum wholesale price of 47 cents a pound for storage butter. The action, taken through the Mercantile Exchange and the Butter and Egg Exchange, which control all the butter coming into New York, will cut two cents from the retail price, which is now 49 cents.

The price set will prevail for the balance of the season, with no added charges for carrying. In Chicago a maximum price of 45 1/2 cents wholesale has been set for the rest of January, with advances of 1/2 cent on the 1st and 15th of each succeeding month to cover carrying charges.

The Food Administration obtained these prices through the voluntary cooperation of the New York and Chicago trade. Food officials throughout the country have been instructed from Washington to have all other markets fix their prices along the New York and Chicago lines, taking into consideration the differences in freight.

## TWO JUDGES CONFIRMED.

Senate Acts on Appointment of Campbell and McDermott in Kings.

ALBANY, N. Y., Jan. 22.—The Senate to-day unanimously confirmed Gov. Whitman's appointments of Marcus H. Campbell and Charles J. McDermott as Judges of Kings County to fill vacancies caused by the resignations of former County Judges Lewis J. Fawcett and John F. Hyatt.

The Senate Finance Committee did not meet to-day as had been expected to consider the nomination of F. J. H. Bracke and Charles Bulfinch Hubbard as down-State Public Service Commissioners. Opposition to the Bracke appointment on political grounds is expected.

## Dr. E. L. Kellogg Violated.

Within one minute a jury returned their verdict for Dr. Edward L. Kellogg, head of Governors' Hospital, who was sued by William Perlman for \$50,000 damages. Perlman attributed the loss of two toes to the manner in which Dr. Kellogg conducted an operation on Nov. 16, 1916, when the complainant was fifteen years old.

The evidence showed that Dr. Kellogg violated the loss of a leg and possibly loss of life.

## POLICE WILL REGISTER GERMANS FEB. 4 TO 9

All Subjects of Kaiser Must Appear  
at Station Houses With Photographs of Themselves.

The Police Department, co-operating with United States Marshal McArthur's forces, has completed plans for the registration of Germans in New York. The registrations will be made daily in police stations throughout the city from Feb. 4 to Feb. 9 inclusive. The stations will be open for registrations from 8 A. M. to 8 P. M.

All German subjects sixteen years of age and over must register in the station house of the precinct in which they live, even if they have obtained their first papers. They must present unmounted photographs of themselves not larger than three by five inches in size, and affidavits must be made in duplicate.

Circulars containing instructions and suggestions for registrants and affidavits blanks will be obtainable next week. Men affected can get from any police officer information as to where and how to register.

## SAVED FROM \$180,000,000 TO \$270,000,000 ON SUGAR

Food Administration Says Regulation of Profits Kept Price From  
Going to 25 Cents.

Between \$180,000,000 and \$270,000,000 has been saved to American consumers in their sugar bills by the regulations of the last few months, according to a statement by the National Food Administration in Washington, given out to-day by the New York Food Commission.

After pointing out the savings effected by the regulation of profits and the elimination of waste and speculation among the sugar trade the statement says:

"Every penny's increase in the retail price of sugar costs the consumers at the rate of \$18,000,000 a year. It is estimated by independent refiners that but for regulation and control of the market sugar to-day would be selling at not less than 20 to 25 cents a pound."

"By securing an arbitrary wholesale price of 7 1/2 cents a pound the Food Administration has made it possible to hold the retail price down to 8 to 10 cents—and this in the face of a world shortage."

## TRAINING FOR WOUNDED.

Bill Providing Vocational Education for Maimed Fighters Ready.

WASHINGTON, Jan. 22.—Legislation to take care of America's soldiers and sailors permanently disabled in the war was ready for Congress to-day. The bill, which provides for vocational rehabilitation, is provided in a comprehensive vocational education bill drafted under the direction of Surgeon Gen. Clegg.

Fighting men blinded, maimed or so wounded as to be permanently incapacitated from their former civilian occupations would, under the bill, receive occupational training which would fit them again to take a self-reliance place in the world. The work would be under direction of a board of five members to be appointed by the President.

## DAYLIGHT ROBBERS GET \$60,000 LOOT IN DETROIT STORE

Shoot at and Bind Manager  
After Phoning Clerk to  
Come to Work Late.

DETROIT, Jan. 22.—Sixty thousand dollars in jewelry and money was stolen from the store of the Ralph Dewey Jewelry Company here to-day by three men who shot at, then bound and gagged William R. Grainger, manager. Grainger was discovered fifteen minutes later by a clerk.

According to the police, the robbery had been carefully planned. The clerk, who usually reported for duty at the jewelry store before 9 o'clock, received a telephone call at his home this morning telling him that he need not go to work until noon. He told the police he thought the store would be opened at noon to obey a Fuel Administration order.

No customers were in the store when the bandits entered. After a shot was fired at Grainger he quickly was overpowered, beaten and dragged into a back room. The bandits got away with cash, diamonds and other jewelry.

When detectives reached the store Grainger was bleeding from a cut on his head. He was dazed from the beating he had received.

## WOMEN IN COAL CARAVAN INVADE FINANCIAL DISTRICT

They Haul It on Sleds and in  
Baby Carriages From Equitable  
Building.

Early to-day there was a steady stream of women through Nassau Street pulling sleds, wheeling baby carriages of an early vintage, or bearing heavy loads upon their heads. All were carrying coal.

It was somewhat of a mystery as to where they were getting it in the Wall Street district. Inquiry revealed that it came from the Equitable Building, in Broadway, and this is the explanation:

To relieve the sufferings of a large number of the 511 employees of the Equitable Building, Managing Director C. T. Coley arranged with the corporation operating the building for the purchase of two carloads of domestic size coal. Bags were requisitioned and the eighty-one tons were put up in forty-five and eighty-pound lots and are being sold to the cleaning women, elevator boys and other employees at the rate of fifteen cents for the small bags and twenty-five cents for the larger ones. This is at the rate of \$6.25 a ton.

## The New York City Telephone Directory Goes to Press Wednesday, January 30, 1918

ALL changes or additions in present listings must be arranged for on or before that date in order to appear in this new issue.

ANY of our business offices listed below will be glad to give you full information. Just telephone, write or call—

MANHATTAN-BRONX				JAMAICA			
15 De St.	Cortlandt	12000	907 Flatbush Ave.	Flatbush	12014		
104 Broad St.	Bay Green	12000	323 Haverley St.	Williamsburg	12014		
413 Grand St.	Orchard	12000	1080 Gates Ave.	Bushwick	12014		
430 Broadway at			1640 Pitkin Ave.	East New York	12014		
Howard St.	Canal	12000					
23 E. 20th St.	Mad Sq.	12000					
1534 Bway at 42d St.	Bayard	12000					
77 E. 42d St.	Murray Hill	12000					
9 E. 59th St.	Plaza	12000					
605 Bway at 12d St.	Riverside	12000					
109 W. 125th St.	Morningside	12000					
313 E. 149th St.	Melrose	12000					
433 E. Tremont Ave.	Tremont	12000					
1106 Hor Ave.	Interstate	12000					
BROOKLYN				FAR ROCKAWAY			
81 W. 11th St.	Main	12000					
839 Ninth St.	South	12014					
360 Nottland Ave.	Bedford	12014					
8110 Fifth Ave.	Sunset	12014					

NEW YORK



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